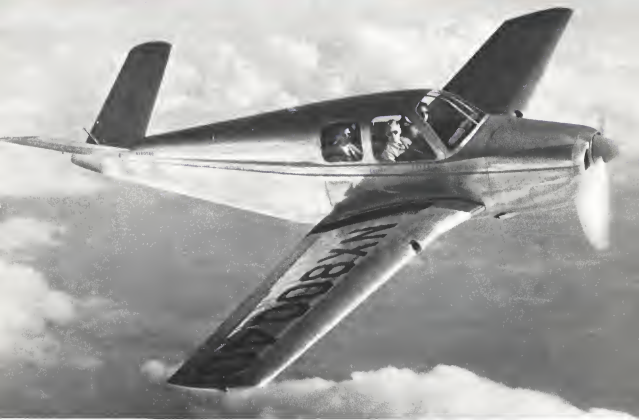


# Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

AUGUST 5, 1946



**Beech Bonanza Model 35:** The new four-place all-metal 165 hp. Bonanza, announced last week by Beech Aircraft Corp., is designed primarily for business and air taxi use. Equipped with novel butterfly tail and electric tricycle retractable landing gear, the Model 35 requires rudder controls only in cross wind landings or takeoffs. See story on page 13 (Hans Groenhoff photo)

## **AAF Assuming Control of Guided Missile Development**

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## Washington Observer

**PLENTY OF RUSSIAN V-2's**—From reports of mysterious rocket flights across Sweden are not surprising to top AAF intelligence officers. They point out positively that whereas the U.S. captured intact only 25 V-2 German missiles, Russia took over the complex and damaged Non V-2 manufacturing base near Nordhausen, plus sizable quantities of completed missiles.

**PLANNING OUR DEFENSE WEAPONS**—AAF's plan for protecting the nation are based on three assumptions: (1) An enemy will strike the first blow; (2) We shall have no allies capable of meaningful assistance of any consequence; (3) U.S. operations will be confined to immediate defensive and counter-attack measures. Determining in advance the nature of our defensive action is the crux of the problem before us, says the AAF high command, but the entire War and Navy Departments. To devise means capable of detecting, controlling and destroying enemy units is an infinitely greater technical task than creating weapons designed solely for attack.

**HART GOES OUT FIGHTING**—Ex Admiral Thomas Hart's own wing in the Senate, apparently, was a final blow at the Army Air Tactics. It's theme: the "high pressure" propaganda machine of the AAF, founded at the taxpayer's expense. While the Navy, Hart propounded, concentrated on fighting the war, the AAF was starting to re-propagate machine for a merger of the armed services and AAF autonomy.

**AVIATION LOSES BORN**—Rep. Lyle Boren's death in the Oklahoma Democratic primary means an air-minded member from the House Interstate & Foreign Commerce Committee, which will write comprehensive transportation legislation next year. Boren was one of the most aggressive leaders of the ill-fated omnibus Lea bill of 1944, which was killed chiefly by railroad interests.

**LANDIS WINS OVER THE VETS**—Representatives of non-scheduled operators, after a few days' lobbying for their cause, left Washington with the feeling they have a friend in the new CAB Chairman, James Landis. The operators believe CAB will withhold a "death sentence" and overhaul and modify Amendment 3 of Sec. 1021 of the Economic Regulations, if it is promulgated at all. Satisfaction on the Board and among the aviation themselves is that the entire non-scheduled picture will be much clearer in several months, after a confidential number of deficit operators will have gone out of business.

**GENERALS AND AIRLINES**—The influx of generals to high airline posts has the industry rattling. Some obviously will not make up-fights executives. But they have away influential friends in strategic concerns, and some know foreign airways and operating conditions. One general named has no excellent insight into less use of considerable stocks of aircraft spare parts at various Army air bases throughout the world, which will be badly needed by the airlines before long to keep much utilized equipment flying.

**BUSH FIGHTER AND FOREIGN TRADE**—Commerce Department officials were astonished to receive a report from one of our South American friends the other day announcing delivery by the British of several brand new Dragon Rapides, a 150-mph transport designed at least 13 years ago and thought to have been removed from the market. The truth is that the buyers found no American plane suited to South American transport conditions. The British delivered the goods. U.S. manufacturers, except for Northrop, continue to ignore the world-wide demand for a heavy-duty, slow-flying work horse for South America, Canada, Alaska, South Africa, and other undeveloped areas of the world. Nothing is working on a tri-motored model which may be the answer.

**600 CURTIS COMMANDOS**—With more after surplus equipment in their supply, special interest surrounds pending conversations between CAA and War Assets Administration officials on possibility of special construction of the Curtiss C-46 Commando, the largest two-engine transport. Three sets of three planes in surplus. None new is eligible for a sale. Last date 15 of the last model built was purchased certificate, and 10 of those were bought by Silk Airways. Chances for adding still or part of this big batch of certifiers—rivaling the prime fleet of the scheduled lines—in the national air transport system appear better than 50-50.

**HUSH-HUSH AGAIN**—Army and Navy continued to play their "I spy" accuracy game as the most ill-fated failure in the African tank battle rose. Outstanding instance was the thwarting of "Bismarck" assault operations of the July 1 air battle on correspondence about the U.S.S. Appalachia. In the role of foreign correspondents were A. M. Klakhs, identified as a Russian Navy Captain, and other foreign representatives. Correspondents were told that in news stories they could not refer to the patterns as "renewed," but could say only that they viewed "untested" powers of the fleet.

# ECONOMY THRU EFFICIENCY

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You save on the inherent savings in time and cost in the use of Hansen couplings. Hansen couplings are the only couplings that are made in the U.S. and are made to the highest standards of efficiency and economy. Hansen couplings are the only couplings that are made in the U.S. and are made to the highest standards of efficiency and economy. Hansen couplings are the only couplings that are made in the U.S. and are made to the highest standards of efficiency and economy.

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## News Digest

### DOMESTIC

Senate approved and sent to the House a bill awarding posthumously a gold medal to the late William B. Mitchell.

James B. Doolittle, speaking as president of the Air Force Association, charged the Navy with attempting to establish its own land-based banking force to duplicate the AAF Strategic Air Force. He also charged that the conventional warplane will soon be obsolete.

V-8 market first at White Sands, N. M. set a new altitude record of 184 miles.

Air express shipments reached a record total of 3,563,566 pounds in April.

Crossair Airways Co. will open its Hattiesburg, Miss. plant Sept. 1 to manufacture sub-assemblies for aircraft planes.

### FISCAL

American Overseas Airlines registered 1,044,845 shares of \$1 par value capital stock with SEC.

National Airlines had an estimated net profit after taxes of \$215,380 for the fiscal year ended June 30.

New single air express rule between the U. S. and Europe has been put into operation by American Overseas Airlines. Savings of 12 to 40 cents a pound are possible.

Western Steamship Corp. applied to CAB for a temporary air certificate between New Orleans and San Juan, Puerto Rico.

TWA set a company record by flying more than 4,908,000 plane miles during June.

Massena Mfg. Co. reported realization of \$1,353,303 gross from its offering of 273,000 shares of common.

### FOREIGN

A fourth bid in ways corporation, for Scotland, has been strongly pressed by Scottish ports during debate on the British Civil Aviation Bill.

Peruvian Government is extending runways and other airport facilities at Lima to handle anticipated traffic of four-engine transports. A four-story passenger terminal covering more than a city block is under construction.

U. S. supplies C-47's are being used to rehabilitate the Sumatra airway system.



McDonald XJHD-1, a twin motor jet-powered helicopter, has been successfully run down at St. Louis. A Whetstone steel flow turbo-jet engine is mounted in each of the two internal booms extending outward and upward from the fuselage. The combination of helicopter rotor and turbo jet acts from that vantage point the advantages of hovering flight and unusually high forward speed.

Research at the new Moffet Field wind tunnel will be concentrated on studying wings with forward and backward sweeps of 30 to 45 degrees in an effort to improve airflow control at supersonic speeds and solve loading and vibration problems caused by this type of wing.

Test flights of the T-28B three crewed trainer in the calm penetration system. All Vickers Pilatus have been temporarily grounded due to defective plugs in the gas turbine box.

Russia is operating a 3,000 mile, year-round Arctic air route across Siberia to the shores of the North Sea approach Alaska. Aircraft were built with a newly developed technique for applying portable metal landing gear to permanently frozen ground.

Denial of the Duke County Port Authority out to back the one scheduled airline in that flight against restrictive regulation has driven efforts from some Maine-based operators to move out of the county and rely on the officials change their attitude. The operation change the Authority with an amendment immediately after representatives of the non-scheduled carriers had told CAB that they had the support of the county group. In contrast to the Maine Authority's stand that the non-scheduled issue is a matter of national policy was entirely affecting the CAB. The Port of New Authority has sent recommendations to CAB generally supporting the charter carrier's case.

Modest of Northrup's Pioneer in motor, high wing monoplane specially designed for Lina American cargo loads (AVIATION NEWS, May 6) was recently completed. It features large cargo loading doors at both the top and sides.

Ryan is making exhaust manifold equipment for the Doolittle Packer.

Ryan produced 3,144 airplanes during the first six months of 1946. Its Pease City, Ohio plant is already in production and all Ryan plants are now producing approximately 900 planes a month.

First French jet propelled plane will be the SO-6000 being made by the extended aircraft industry's southwest plant. Because the French Bureau Gnome jet engine is not ready for operation initial test flights will be made with a Gnome Jenkins jet. Maximum speed is not expected to be much over 500 mph.

Special bomb bags for heavy bomb-dropping Superforts were made by the Glenn L. Martin Co. at its Omaha plant.

Designs Aircraft's recently signed AAF development contract for intercontinental "descent" burner includes design and construction of the Joint Chiefs of Staff proposed space station in postwar beyond the gravitational influence of the earth (AVIATION NEWS, July 15).

Testing of ideas that buses can be used for leaders in 14-passenger helicopters which will fly 20 to 100 mile short haul jumps between major cities, General Motors, Inc., recently demonstrated plans for its ideas on the outskirts of Detroit. Eventually, helicopter passengers will be flown directly to bus terminals in city centers. Meanwhile, the company will use two Sikorsky 4-place vans, purchased for \$48,500 each, to test schedules, fares and possibility of the idea. No regular operations are contemplated for several years.

Control Air Transport Co. of China, a Chinese government-owned concern formerly Eastern Airlines, purchased 12 surplus C-46s and is now flying emergency air China schedules to the north as Peking and as far west as Hainan in Chinese territories.



## Fuel-carrying economy is in the bag

THERE ARE no expensive "fills" on practical small airplanes such as the Republic Seabee. Every component has to pay its own way in utility, long life, and easy maintenance. Cost can be kept down.

B. F. Goodrich bladder-type fuel cells fit right into this economy pattern. By preventing gasoline leakage through rivets (which can happen with metal gasoline compartments), these cells add a new factor of safety and save many hours of maintenance.

Production line economies are important too. Custom installation of B. F. Goodrich bladder cells is a simple matter

of folding them up, putting them into the tank cavity and snapping them into place with built-in fasteners.

B. F. Goodrich builds these cells in layers of synthetic rubber and nylon fabric. They are specially designed for roughness and high-tension resistance, yet they are completely flexible. Cells have been developed covering engine and strength requirements for all types

of airplanes—from paper-and-tissue for light loads to high strength, large volume tanks for big transports. All guard against leakage, all add shock resistance, all hold down maintenance.

B. F. Goodrich cells should be designed into new ships, they can be adapted to many ships now flying. For facts, write to The B. F. Goodrich Company, Akron, Ohio, Division, Akron, Ohio.

**B.F. Goodrich**  
FIRST IN RUBBER

## AAF Assuming Control of Vital Guided Missile Development

Research on air-to-surface projectiles pushed in five fields as Aumand gives air force leading role in new type warfare.

Despite the existing defense splitting research and development of guided missiles between the Ordnance Department and the Army Air Forces, AAF has assumed the largest role following acceptance by Maj. Gen. Henry S. Aumand, General Staff chief of research, of the AAF's interpretation of the directive.

Because of a growing conviction in the Army that future war will be fought primarily in the air, and that the existing airplane as it has been known is dead, AAF promises to become the king-pin in all War Department research.

**Ordnance Bidding.**—While Ordnance is still bidding for a share of the guided missiles program under terms of the directive, which was issued a year ago, the directive itself has become meaningless in view of Gen. Aumand's position. He is responsible only to the Army General Staff and has Staff backing to resist all jurisdictional disputes.

The original directive reserved to Ordnance development of those missiles which depend upon momentum for their effectiveness, and to AAF those missiles depending upon aerodynamics. Actual practice, however, has been based upon interpretation of the words "aerodynamic" and "aerodynamic." AAF has insisted that aerodynamics embrace momentum and up to now, at least, Aumand has accepted that definition.

AAF's present preoccupation in guided missile research is even also as having an effect upon the Navy, as well as the Army. AAF is engaged in work on "air-to-air" and "surface-to-air" missiles. Surface in this case includes the sea. It guided missiles play the part in any future war that it is generally believed they will, and should the AAF perfect its surface-to-air and air-to-surface devices it would have

a consequent effect upon Navy research and tactics.

**Five Field Projects.**—The AAF guided missile program consists of five major areas of investigation: (1) Aerodynamics and Design; (2) Propulsion; (3) Guidance and Control; (4) Warheads; and (5) Launching Methods and Equipment. Research into these phases of the problem is being actively conducted by more than 200 universities, aircraft, electronics, chemical, automotive and other industrial companies.

This research work is coordinated and directed by the AAF Scientific Advisory Board, made up of the nation's outstanding scientists, and headed by Dr. Theodore von Karman. In charge of the entire program, and responsible only to Gen. Aumand, is Maj. Gen. Curtis E. LeMay.

Detailed technical scope of the AAF guided missile program is very broad and extensive as the program that the word "missile" has become synonymous and embracing as a classification of the many phases of this project.

**Development Limited.**—Some of the developments under way are:

**Guided Bombs.**—Fourteen types have been tested. These designs for the most part consist of various type bombs integrated into a twin-boom two control surface assembly.

**Jet Propelled Bombs.**—Four types have been tested, are additional being completed. These include variations of the German V-1, experimental firing wind types, power plants of rocket, turbojet, turbojet.

**Control Systems.**—Eight basic types of control systems have been investigated and are being developed rapidly. Latest systems cannot be described, but radio, television, heat-seeking, light-seeking and radio-seeking devices have already been proved successful.

**Fuels.**—Contrary to the opinion of other departments, AAF has already surpassed German organic chemicals in rocket fuel chemistry. The application of basic compounds in the manufacture of monomers is an intensive trend.

**Research Rockets.**—Six types now being tested, with others under development. An arbitrary altitude of 700,000 ft. is the immediate goal.

**Secret Devices.**—More than a dozen fundamental research projects are now well advanced which recognize the increasingly intricate



**Bombing-Carrying Bomb.** The test of the GB-17, shows here without discharge tube, can be filled with gas, bacteria, or chemical agents to be loaded over enemy troops or cities. The GB-17 is launched from a plane and guided to target by radio. (AAF photo)





## WAA Civilian Plane Sales Reach 16,097

Residents of California, Texas and Florida buy one-third of surplus aircraft for civil use, survey shows

Residents of California, Texas and Florida have purchased one-third of the 16,097 surplus civilian aircraft sold by the War Assets Administration, that agency reported last week in a market summary based on 25 sales to April 30 of this year.

Primary trainers, liaison and transport types have accounted for 77 percent of all sales. Primary trainers and liaison types alone have totaled 87 percent of all sales.

While the immediate output of new personal planes has affected the market to some extent, the WAA summary reports, surplus sales have held up well, the average weekly volume during the first four months of the year being 256.

As expected, private flyers have been WAA's most numerous customers. They constitute 66 percent of all buyers of the 16,097 planes, 5,347 were purchased by 4,518 private flyers. Individuals buying from one to three aircraft have been 87 percent of all purchasers.

Largest buyers, in terms of number of planes, have been aviation enterprises, which have been the volume purchasers. While constituting less than 10 percent, numerically, of the buyers, they have accounted for 65 percent of all the aircraft sold. Of the 2,898 aviation enterprises that have dealt with WAA, 225 have bought 30 or more planes.

Break-down of surplus sales by WAA through May 31, 1946, is: primary trainers, 5,792; liaison, 3,-

358; basic and advanced trainers, 4,716; interceptors, 2,039 and miscellaneous, 265. These are complete surplus sales with the exception of the 5,376 planes sold by CAA upon liquidation of the War Training Service program.

Giving California the lead in the 5,376 planes sold by CAA upon liquidation of the War Training Service program, with 1,753 aircraft bought, more than four times as many as the second highest state, Texas in Florida where 589 planes were placed.

A possible clue to a desirable price range for personal aircraft, shows considering that WAA's planes were sold, are the figures on number of planes sold according to price. The \$501-\$1,000 bracket is the most popular, in which 8,264 planes were sold, in the next highest range, \$1,001-\$1,500, 3,451 aircraft were sold. Aircraft sold for less than \$500 numbered 3,334. In the lowest most desirable price range, \$100-\$500 bracket, 1,186 aircraft were sold.

## Deficiency Bill Cuts Philippine Air Aid

An \$8,000,000 allocation for aviation facilities in the Philippines, a \$3,775,893 carry-over for construction, has been slashed by the Advisory Committee for Assistance to the Philippines, and a \$1,532,555,434 increase in military and naval aviation appropriations were approved by Congress in the third deficiency appropriation bill which has been sent to the President.

**Philippine Development.**—The \$7,000,000 grant for airports and air navigation facilities in the Philippines will enable the Civil Aeronautics Administration to develop

international gateways on the Islands far overseas U. S. carriers.

Administration plans called for a \$24,264,368 aviation development program, looking to a comprehensive system of air navigation and air communication system. The rehabilitation work was authorized under the 1946 Philippine Rehabilitation Act. The aviation administration program, was called "aid and assistance by House Appropriations Committee which stipulated \$10,000,000 as the "full amount" to be expended for aviation facilities on the Philippines. The Senate authorized the House position.

**NACA Carry-over.**—NACA is authorized to carry over \$1,750,000 appropriated for construction of laboratories at Langley Field, Modest, Tuck, and at the Cleveland laboratory during the 1945 fiscal year—which ended July 1—due to expenditures during the present fiscal year. NACA secretary, John V. Victory, explained that, due to emergency conditions beyond the control, NACA has been forced to slow down construction work on research facilities, and is behind schedule in obligating funds NACA's construction facilities has been severely curtailed due to partner budget cuts, the Committee has cut priorities for building materials, and, because of industrial unrest, has run into difficulties in getting materials and construction materials, Victory reported.

**Aviation Cutsback.**—Army Air Forces is directed to reduce \$1,547,302,930 of its 1946 fiscal year appropriations in the third deficiency appropriation bill, and the Navy's Bureau of Aeronautics, \$46,434. The refunds of the air services result from reappraisals through cancellations of contracts.

## CAA Opens Paris Office; Eight Others Air Planned

CAA will open an office in Paris, France, next month, the first of six foreign regional offices to be established, Administrator J. P. Wright, announced last week.

Offices will also be set up at Casco, Shanghai, London, Sydney, Australia, Mexico City, and three yet-to-be decided locations. CAA's foreign operations office at Lima, Peru, has been opened at Lima, Peru, Rio de Janeiro, and Tokyo.

The foreign offices, activities of which will be concerned with safety regulations and air carrier operations, such as are required by domestic regional offices, will be staffed by four persons each; those experts on operations, maintenance and radio, and a clerk.

## PRIVATE FLYING

### Beech Four-Place Bonanza Aimed At Executive Transport Market

Flyer's Wichita price set at \$7,345 with complete set of modifying accessories; powered by 165 hp. Continental in a designed to cruise at 175 m.p.h.

Analysis of the operating costs of the new four-place Beech Bonanza Model 35, prepared by the company with first detailed manufacturing of the plane last week, offers a new approach to selling aircraft for business use developed through the company's long experience with manufacturing and sale of non-military executive transports.

Conceding that the \$7,345 flyaway Wichita price will not attract the private plane owner of moderate means, Beech Aircraft Corp. is directing its major sales effort at business firms which are seeing the advantages of having their own planes for executives and salesmen. It is also steering the Model 35 selling campaign at air taxi and charter service operators.

Interviewing the controller of any large company whose employees do much traveling, is a Beech sales on travel costs which is based on salaries of traveling personnel, lost time from work by slow service transportation, and passenger mile operating cost of the Model 35 Beech declares.

If a company puts an employee on

such as \$95 a week, the company can better afford to send him alone with a paid pilot in a company-owned Beech Model 35, than to have him take a taxi.

If it is cheaper to have two employees traveling together, by Beech Model 35, than by surface transportation, at their savings are \$20 a week each or more.

If as many as three employees are traveling together, the operating cost of the Model 35, plus pilot, is less than the cost of full coach tickets alone, not considering charges of baggage at all.

An air taxi operator with a reasonably large group of customers can afford to charter the Model 35 at 19 cents a mile with an extra charge for waiting time while the plane is on the ground.

The company analysis is based on a salary of \$500 a month to the pilot, plus fuel and oil, depreciation cost, maintenance including storage, and insurance. Not including the pilot, direct operating cost of the plane is estimated at less than 14 cents per passenger mile with these provisions.

Comparison of the Model 35's \$7,345 price with flyaway prices of other four-place planes on the market, should take into consideration the fact that the Bonanza is offered with full equipment, including electric controlable propeller, complete day and night and instrument flying equipment, and much other equipment not heretofore considered standard in production airplanes.

While the plane has not yet received its NC number from CAA, it had completed most of its requirements, and the company expected to receive it soon, after which the plane could be marketed. It is already in limited production at the Wichita plant.

Performance figures, developed through more than a thousand hours of test-flying several experimental prototypes, indicate the Beech Bonanza is the fastest of the four-place personal planes of non-military horsepower, yet announced, with:

- Top speed of 185 mph. at sea level
- Cruising speed of 175 mph. at 8,000 ft.
- Maximum range of 750 miles at 165 mph. at 20,000 ft.
- Stalling speed of 40 mph. with 30% flap.
- Service ceiling of 18,500 ft.
- Takoff run from level with 16 mph. wind) 425 ft.
- Landing run (sea level with 10 mph. wind) 315 ft.
- Average fuel consumption 16 gals. per hr.
- Gross weight of 2,550 lbs.
- Useful load of 1,240 lbs.
- Flywheel, (fuel tanks) 700 lbs.

The Bonanza is a low-wing re-

## AAF Initiates Intense A-Bomb Training Plan

(Radio from Washington)

By SCHOLAR BAKER

Intensive atomic bombing training is now being laid underway by the AAF, emphasizing the new technique developed for the dropping of the July 1 Operation Crossroads bomb at Bikini. Reported in full defense development of A-bomb squadrons using very long range bombers now being received by Consolidated Vultee, Northrop, and Boeing.

The training program will be initiated by the 31st Wing AAF

Commander, Brig. Gen. Roger McHenry, with the atomic bomb dropped by the 58th Bombardment Group which dropped the Bikini bomb. Commanded by Col. William H. Blanchard, Wing and Group officers went to Ft. Worth, Kansas, at present time, to establish a bombing training base at Towson, Md. General Warner's headquarters will be at Ft. Worth. Another Wing segment will be located at Toccoa, Ark.



**Interior and Landing Gear.** Interior spaciousness of the Beech Model 35 is described as about the equivalent of that in an average coach automobile. The dash,

retractable, triple seat unit large size type for rough fields. Mounts fuel in free-swinging side rails bearing, hydraulic shimmy-absorber, and main wheels.



**Retractable Step.** Recent application of the aircraft designer's First Commandment, "Solve your Man Problem with an Old Idea," is the retractable step provided by Beech Aircraft Corp. as the new four-place Model 23 Bonanza, to provide a foothold midway between the ground and the high-wing of the tri-cycle gear plane. It resembles nothing else quite as much as the old-fashioned buggy step.

Invisible tri-cycle gear nacelle, powered with a six-cylinder Continental Model E-165 engine, rated at 180 hp, at 2,500 rpm, at sea level and turning a Beech Model E-164 electric-control-hydraulic continuously variable pitch propeller of 7 ft. 4 in. diameter. Wingspan is 23 ft. 10 in., length 25 ft. 2 in., and height 5 ft. 6 in.

Cabin is 6 ft. 4 in. long, 2 ft. 8 in. wide and 4 ft. 3 in. high, with a single passenger door, 36 by 21 in. and a baggage compartment of 115 cu. ft. with a 150 lb. capacity, and with a 24 by 22 in. outside door.

Most novel design feature is the Vee or "butterfly" tail which the company has tested extensively and pronounced "definitely superior to standard empennage forms." It provides drag, stability, lightness, cost and replacement. Convolutional control are supplied, but the company insists that the pilot does not need it in any manner, except for cross-wind landings and takeoffs, where the plane makes "perfect turns without use of the rudder," because of the tail design.

Wing is set at an angle of attack which gives considerable lift value as seen in the plane's almost vertical spin, making for quicker takeoff, and similarly the wing allows considerable lift while the plane is

loading, until its rolling speed is decreased, thereby making the plane easier to maneuver on the ground.

Other features include:

- ▶ Sturdy metal turnover structure in cabin top
- ▶ Ultra-violetproof Lucite windshield with defroster heating arrangement
- ▶ Retractable step just below wing-winch for easier access to cabin
- ▶ Cabin dome light with ultra-violet projector to light instrument panel at night
- ▶ Dome load speaker
- ▶ Complete radio transmitter, including radio control, transmitter, marker beacon, compass, heading log, automatic antenna reel
- ▶ Mufflers on engine, which supply heat through five-port ventilating system to cabin and quiet engine
- ▶ Propeller designed for three-turning and quiet
- ▶ Soundproofed cabin, with full upholstery including wall-to-wall rug
- ▶ Navigation and landing lights
- ▶ Three-speed control wheel with two hand positions on each side for loosening pilot fatigue
- ▶ Four cushions, four seatbacks, and one cupholder holder
- ▶ Instrument panel with protruding knobs, switches, levers and sharp corners eliminated for safety
- ▶ Rear windows which open for ground ventilation and may be pinned for emergency exit
- ▶ Ignition key and starter button, similar to auto
- ▶ Electric landing gear and flap controls with emergency manual, landing gear control
- ▶ Map and glove compartments

## Flare's 'Peepers'

"Peepers" may become the term used by private flyers to designate any airport which charges landing fees for personal planes which use its facilities, if the suggestion of Lowell Brown, executive vice-president of National Aeronautics Association, is accepted.

At the recent Kansas Flyers' Conference, at Milwaukee, and White City Ranch, Waukegan, Wis., Brown argued vociferously to cause consideration of a true cost of operating fields which serve landing costs, to users including flyers as to what they can expect there. He argued a national listing of such "Peepers" and asked for the cooperation of the American War and Air Association, in spreading the designation.

## Private Pilots Offered Variety of Meetings

Private flyers who want to make air tours in their own planes have a wide choice of places to go in the multitude of air tours and fly-ins that have been scheduled this summer and are still being announced. Among them:

▶ **Mexico City**—Official invitation by the Government of Mexico is extended to all pilots of the United States to attend the *Das Patria Independencia* day celebrations Sept. 16, 18 and 19 in Mexico City. The Mexicans are hoping as many as 3,000 American hydroplanes will fly through the Lower Rio Grande Valley gateway to Mexico. Mexican consul at Brownsville, Raulito Bahia Rojo, is in charge of arrangements with an existing American committee.

▶ **Wichita**—Flying picnic flyers who attend the fly-in for the National Semi-Pro Baseball tournament at Wichita, Sept. 18-19, will receive complimentary reserved seats to the tournament and be guests at a luncheon and other entertainment. Wichita's 35 airports are coordinating efforts to handle the expected large group of visiting flyers, with arrangements handled by Wichita's NAA chapter.

▶ **Chattanooga**—Fourth annual National Airplane Trading Day and fly-in will be held at Lovell Field, Chattanooga, Tenn., Aug. 19-21, under sponsorship of the Chattanooga Flyers Club. An Airshow and Aviation Ball will follow the plane auction. Zack Maskey, master of the "Becker Jack" aviation firm, will be a headliner at the show.

▶ **El Paso Ranch**—The El Paso (N. M.) Ranch five fly-in aviation party is scheduled Aug. 3-4. Host is Ray Taylor, Services distributor, Ft. Worth. The Taylor who advertised the party in magazines visiting all private flyers, and used one-way letters in true Texas style, said whether the participants were going to avoid 13, 20 or 34 planeheads to his party Taylor estimated in advance as attendance of 4,000.

▶ **Dallas**—Private flying celebration who show up at the 14,280 ft. (and over) Colorado parks, may go out to the Denver International Air Show, Aug. 26-29, under direction of Sheehan Adler. It is pointed out that Denver's weather provides 304 days of CAVU status a year.

▶ **Baltimore**—Private flyers from

the Baltimore area fields will fly to Bethesda Beach Aug. 13, for the second in a series of breakfast flybys. The beach party follows a recent Sunday breakfast flight from Baltimore to Lancaster, Pa., in which 21 planes participated.

▶ **Cleveland**—Approximately 50 planes participated in a three-day Ohio air tour, held recently under sponsorship of the Cleveland people's convention commission, the National Air Races, and the Cleveland Junior Chamber of Commerce. The tour included stops at Sandusky, Toledo, Lima, Dayton, Cleveland, Portsmouth, Marietta, Cambridge, New Philadelphia, Alliance, Wooster and Mansfield.

## Noise Tests at Paoli Compare Car, Plane

Comparison of aircraft noise levels with the noise of surface traffic of trucks and passenger cars, reported by Aeronautics Division, Federal Aviation Commission, from tests conducted by CAA at Malvern-Paoli airport, Pennsylvania, provides sufficient data for other small airports facing noise problems from nearby property owners.

Tests were made with a Western Electric Type BA-271 Sound meter, using a non-directional microphone mounted two to four feet above the ground, at 10 positions in and near the airport. Readings were made of peak sound levels of a Fairchild PT-19A, 200 hp plane, and a 60 hp Piper Cub trainer. It is estimated that the 200 hp engine will be as powerful as that of any plane expected to use the new Malvern-Paoli field.

Calculations of the tests were:

- ▶ Maximum aircraft noise level is as expected, using the largest aircraft expected to operate, and with the microphone directly below the airplane takeoff path, is 88 to 89 decibels.

- ▶ Noise level in the vicinity of the Malvern-Paoli airport, from aircraft approaching or landing, directly overhead, will be 70 to 80 decibels.

- ▶ Normal peak noise level for aircraft passing within one-half mile of airport will be 65 to 70 decibels, depending on size of aircraft.

- ▶ Truck noise at distances of up to 200 ft. from highway reach peaks of 85 to 90 decibels. Passenger cars generally are 10 to 15 decibels lower.

- ▶ High level (freeway) street traffic (2 to 3 planes an hour during



## PIPER'S PIONA PLANT:

Aerial photo of Piper Aircraft Corp.'s new western assembly plant recently acquired at Pano City (Idaho) municipal airport. Plant includes 28 acre tract with 163,800 sq. ft. of manufacturing space. Plans call eventually for joining the three large hangars in foreground, to provide a continuous assembly line.

day) produces noise levels in the general airport area, of 74 to 81 decibels.

- ▶ Peak sound levels produced by local aircraft traffic annually are from 3 to 5 seconds duration. Other disturbing noise is generally of longer duration.

It is understood that CAA is contemplating making a complete series of sound tests on aircraft using various types of aircraft, and that it may make its equipment and

experts available for other court cases, according to the Malvern-Paoli airport sound case.

## Rankin Expands

Rankin Air Industries, headed by Ted Rankin, veteran aerobatic flyer, has recently established a north-west headquarters at Peason Airfield, Vancouver, Wash., where it occupies use of the large steel hangars formerly used by the army.



## EMERYVO AIRPARK:

Three partners with three planes, a half-acre, an American dealership and big ideas, are converting a 60-acre wooded farm on U. S. Route 50, just outside Falls Church, Va., suburban residence of Mary Washington, into an airport. The development, started last winter, now includes 2,600 ft. turf landing strip, four hangars, administration building, and space for plane no-downs. Flight instruction has already started. When materials shortage lesson they expect to add a second wave runway, individual stall hangars already in order, a drive-in restaurant and tourist courts for air and auto patrons, new administration building, shops, tennis courts, and a swimming pool. Partners are Raymond Corley, former western engineer, A. R. Roeder, former ATC and airline pilot, Carl Schubert, former CAA instructor. Flight instructor Norman Blum used a former CAA theater wing flyer.

The province of British Columbia, Canada, has been added to Britain's Overseas Ambassadorship Territory, which already included Oregon, Washington and northern Idaho. Rankin is also West Coast distributor for the Republic Beech aircraft and for Schweizer gliders.

## Coffman New Head of Ohio Flying Farmers' Group

Clifford Coffman of Carroll, Ohio was elected president of the Ohio Flying Farmers' Association, at an organization meeting at Doe Scott airport, Columbus, Ohio, sponsored by Ohio State university. The meeting was attended by nearly 400 farmers, and 37 former flyers became charter members of the association. Members were:

William T. Papp, president of Piper Aircraft Corp., C. R. A. Brown, Ohio aviation director, Don John P. Cunningham, of Ohio State college of agriculture, Col. E. H. Brown, Civil Service at the National Forest Service Association, and Charles R. Cox, Jr., CAA private flyer specialist. Other state officers are: William Grimes Doleman, vice-president, and Myron Baker, Morrow, secretary-treasurer.



## CULVER CONTROLS:

Compact arrangement of instruments and controls for Culver Model V two-place production airplane is shown in photo. Square dial on upper center is the Simplicity Control dial, which indicates how plane is controlled for various flight conditions. A select between the two areas operates this control. Throttle, propeller pitch control, radio, headlight, ignition switch, etc., are visible on center pedestal between panel.

## Briefing For Private Flying

A GOOD BET TO LOOK—Morris (Andy) Anderson, Milwaukee aircraft operator and dealer, made a bet last week that he was glad to lose. He bet on the Private Flyers Conference, chairman of the Milwaukee Air Show committee, that there would be not more than 75 planes at the fly-in at Wauwatosa which Trecker held for the Private Flyers Conference at his "base" track, 150 miles north of Milwaukee. Trecker offered Anderson \$1 for each plane under 18. The tally came to 55. So Anderson paid \$56 for the extra and still was pleased that so many flyers appeared.

REPRESENTATIVE LOTY—The 75 planes represented most manufacturers who have 300s on their postwar models. There was a considerable showing of surplus trainers, and private planes as well. Stearns Vagabond 120s and Aeromats predominated among the new planes, but there were plenty of Beechcrafts, Pipers and Taylorcrafts, Luscombes and Cessnas, a couple of twin-engine Beechcrafts and twin-engine Cessnas, and one each of the Grumman Wildcat, Bellanca Crusier Jr., and Glider Shift, among others.

DOWNTOWN LANDING STRIP—Milwaukee's Midland air strip was where they were looking for a way to land. The strip is used by the Navy. The strip was good enough for Navy "Hellcats" and "Corsairs" to land the exhibition at the Milwaukee Conference airshow. Incidentally, the way these Navy planes folded their wings and tucked through a gate about 20 ft. wide, opened the eyes of some of the private flyers to the advantages of folding wings for personal planes.

MILWAUKEE HAS SOMETHING—Except for the aviation interests, Milwaukeeans probably didn't want to realize how fortunate their city is to have a second-made downtown air strip. There is some talk about its being converted up in a building project. But meanwhile Wisconsin fans are beginning to fly in from as far as Milwaukee. Milwaukee business men like Trecker can conclude between their summer homes and the city by air. There isn't another city so close in the country with a comparable landing facility.

PEOPLE AT THE CONFERENCE—Headliners at the conference were two private-flyer music stars, Tyrone Power and Cecil Browne. They flew in from Wichita, where Power had taken delivery on a new twin-engine Beechcraft. He and Browne expect to make a plane flight in it to South America next. Browne was a new four-place Beech "Bonanza" Model 35 at the factory and thinks that is what he wants to own. He got enough time for his ticket. Mr. Joseph L. Murphy, national president of the Ninety-Nines, and her brother, flew in a lightplane load of bags Milwaukee shareholders for the Milwaukee dinner meeting of the Private Flyers Conference.

Harold L. Taylor, Elmhurst, N. Y., was a trophy for making the longest flight in his own plane to attend the conference. E. S. Jordan, executive secretary of the Wisconsin State Aeromats Committee, told the conference about a routine round-trip flight he had made recently between Madison and Milwaukee. He left Madison after doing most of his morning's work, arriving at the Milwaukee air strip in time for a business engagement and conference, and was back at his desk at Madison by about 3:30 p.m. Sixth flight and time saving will become a commonplace for people with business in Milwaukee, he predicted. E. S. Jordan, Napa, CAA Wisconsin representative, flew in from Washington in a Fairchild F-24, with a vintage engine. So it was a novelty for her to sit back in Trecker's Beechcraft and let someone else fly her to his base and back.

—Alexander McQuay

## Envelope Price Boost

A \$100 boost in the price of the two-place Envelope, taking the price to \$14,995 was announced last week by Engineering & Research Corp. to the distributors and dealers. The price increase is to be effective on

planes beyond serial No. 3003. The increase is expected to include several valuable accessories and improvements in the plane, including some new type fuel tanks. Increased labor costs made the price increase necessary the company said.

- \* larger profits
- \* lower sales costs
- \* better customers



Propeller view, one "Pitch Shift" will be equipped with an Aeromatic Variable Pitch Propeller. Aeromats are also used on many other aircraft. "Aeromats" are also used on many other aircraft. "Aeromats" are also used on many other aircraft.

## ... they're all yours when you sell AEROMATIC PROPELLERS!

If you want your own sales ... you couldn't ask for more profitable features than those of Aeromatic Aeromats Variable Pitch Propellers. Aeromats bring a sizable profit on the initial sale. Aeromats are easier to demonstrate, easier to sell, with lower sales costs. Aeromats owners get more fun out of flying ... become better prospects for your other goods and services. Aeromats benefit from "word-of-mouth" publicity by enthusiastic owners. And they're an exclusive item, too!

The Aeromatic is the only fully automatic variable pitch propeller it varies its own pitch in response to natural forces ... utilizes full engine power at road speed ... increases maximum performance under all flight conditions.

... without any extra controls or gauges. Results: Aeromats-equipped planes take-off with up to 35% shorter run ... climb up to 15% faster ... get top cruising performance on minimum fuel consumption ... make long, flat glides for safe landings with a quick pickup if the pilot aeromats has field.

Why not send this page to your manufacturer or distributor today ... along with a note asking whether Aeromats Propellers can be made available for the planes you sell. It's a patented in proven methods for boosting the popularity and sales of his planes. And the profitable Aeromats business you can build makes it worthwhile! Aeromats, 679 Scott Street, Baltimore 5, Maryland.

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THE PROPELLER FOR A BEACH FOR EVERYMAN'S PLANE. An automatic variable pitch.



## FINANCIAL

### Stock Splits of American, Eastern Show Officials' Ownership Position

C. R. Smith holds no stock in American Airlines but has options for 250,000 shares; Arnon Carter largest stockholder; Rickenbacker leads Eastern with 100,000 shares.

The recent stock split-ups of American and Eastern revealed ownership positions of the officers of the respective concerns in reports to the Securities & Exchange Com-

In the American tabulation, it is significant that chairman C. R. Smith does not hold a single share of stock. However, he does hold an option to purchase 250,000 shares of common at \$11.70 per share. The present price is around \$15 per share. Aron G. Carter was reported as the largest holder of American common, holding 80,000 shares.

The complete list of corporate stock ownership of American by its officers follows:

[illegible]

In the Eastern tabulation, Capt. Markensbecker was reported as owning 100,000 shares of common. This stock is now selling around \$27 per share. The complete list of holdings as reported by Eastern's officers follows:

L. T. Arnoldson	2,700
Leah F. Arnold	2,000
Paul M. Brown	2,000
Myron M. Ford	1,000
J. Wayne Merrill	4,000
Leah K. Kesteven	1,000
John W. Galloway	1,500
Henry L. Brown	500
William S. Kesteven	500
L. C. Holliman	100,000
L. A. Kesteven	25,000
Robert E. Kesteven	25,000

Upon the listing of its shares on the New York Curb Exchange, Alaska Airlines, also revealed the

ownership of common by its officers. The largest holder was Raymond W. Marshall who directly and indirectly held a total of 226,585 shares of common and was due to purchase an additional 55,328 shares.

The complete tabulation of Alaska Airlines' official holdings follows:

Robert J. Parker	1
Warren B. Lindsey	
Don H. Goodenough	2,140
James J. Taylor	
Raymond B. Johnson	1,000
John Henry S. Lee	800,000
Raymond S. Marshall	700,000
Frederick William Taylor, Chf.	27,500
Robert J. Parker	
William C. Johnson	
John W. Anderson	1,000

The following have warrants for  
arrest:

Stanford C. Brown	10,000
Edward W. Marshall	14,144
Arthur J. Fowler	30,000

Substantial liquidation of aircraft shares continued during May. This was declared by a recent Securities & Exchange Commission Summary of Stock Transactions. The only significant purchase was 100 shares of Ryan Aeronautical by Cohn & Melson.

The aircraft officials telling during the month of May is summarized as follows:

	Stamps Sold	Stamps Returned
<b>Book</b>		
Walter H. French (April)	3,800	54,600
<b>Box</b>		
Wm. L. McCracken	2,900	2,700
Wm. M. Bealman	200	500
<b>Business</b>		
James Ward (April)	4,500	97,400
<b>Carpenter</b>		
Charles Ford	300	3,000
<b>Landlord</b>		
Robert E. Green (April)	1,500	56,500

### ASI Registers Shares

Aeronastral Securities, Inc., of 1 Wall St., New York City, registered 890,000 shares of its \$1 par value capital stock and Exchange Commission with the Securities Division.

These shares will be offered to the public at an aggregate offering price of \$5,358,000, based upon the net asset value on June 4, 1944, of \$10.72 a share.

Organized under the laws of Delaware on April 22, 1934, the company has an authorized capitalization of 1,000,000 shares of \$1 per value capital stock, of which 375,018 are issued and outstanding.

## Airline Shares May Enter Buying Zone

Selected stocks shown may be entering a buying zone in the opinion of some market observers. A few investment advisory services have started to gingerly recommend buying of foreign common shares.

This is a natural development in the wake of one of the most severe declines experienced by airline shares in recent years. Most air transport shares are down at least 25 percent from early '86 highs.

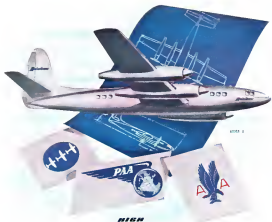
**P**Calsonic, **E**ramco—Colored Airlines, a highly erasmic performer, now selling around 25 is off some 44 percent from its high of 45 and shows the greatest decline. This company has yet to attain sustained earnings but attracted speculative favor largely on expectations. An extremely thin market in this case also accentuated fluctuations.

TWA, hit by the grounding of the Constellation, dropped about 4 points in one day on two others, but at 45 is off about 36 percent from its high point of 71 attained earlier this year. The carrier may do well to even break in the black for this year. However, it has valuable franchises in its recently acquired world routes together with its domestic operations.

**Western Steady**—Western, after its four-for-one stock split, is down the least of all, about 13 percent from the high of 30 1/4. Consistent earnings by this company have attracted many market supporters.

It is interesting to observe that in the recent general market shake-out, a few airline shares actually finished the period at slightly higher levels. This has led some market

observers to believe that this group may have made its last prior to the rest of the list. United, for example, resisted the general market selling and regained a few points of its previous decline. At 38, it is about 30 percent below its best price of \$4.32.



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ABOVE  
ALL  
IN  
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AND PAN AMERICAN WORLD AIRWAYS PUT INTO OPERATION IN THE MID 1950S TO BRING FASTER, MORE REGULAR SERVICE  
TO AIRPORTS THROUGHOUT THE WORLD ... WITH A GROWING NEED FOR CARRY-ON BAGGAGE, A NEW CAN ... AIRCRAFT  
WAS DEVELOPED ... WAS INTRODUCED AS THE FIRST ... WAS IN HISTORY OF AIRCRAFT NOT TRANSPORTED

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## When History Repeats Itself....

### PONCE DE LEON won't waste a lifetime on a wild goose chase . . . he'll FLY to the Land of "Bimini"!

Juan Ponce de Leon never found the Fountain of Youth, although he spent most of his life looking for it. What's more, he always believed that Florida was an island! Today, in a sleek Luscombe Silhouette, Juan could fly over the Florida peninsula in less than an hour, learning that the land he discovered was not an island and that the colonization and land of freedom that only an island provides is about the closest approach to a Fountain of Youth that old world has ever seen.



Much of the popularity of personal flying lies in its unrequited freedom—the feeling of release from all things earth-bound. Likewise, no small part of the program that has curbed the development of U.S. built planes—whether single-seaters or biplane transports—can be traced to the strength-

without-weight advantages that OSTUD Seal Tubing provides. The continued development of American aircraft, resulting in faster, safer, more economical flying is the focus, in a responsibility shared with every U.S. aircraft manufacturer by The Ohio Seamless Tube Company.

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 New York 17, New York 17, 300 45th Street, Philadelphia 7, Pa., 122 S. Broad St.; 122 S. Broad St.  
 Houston 1228 North Main St.; Seattle 1228 North Main St.; Portland 1228 North Main St.; 1228 North Main St.  
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MANUFACTURERS OF SEAMLESS AND ELECTRIC-WELD STEEL TUBING

## PRODUCTION

### War Assets Pushing Agency Policy; Aircraft Part Sales Total \$46,500,000

Goal of 150 surplus dealers sought to speed up disposals;  
\$75,000,000 worth of goods already shipped to sales agents.

As War Assets Administration began functioning under a new chief, Maj. Gen. Robert M. Littlejohn (AVIATION NEWS, July 29), it had by last week reached the halfway point in its drive to line up dealers to dispose of surplus aircraft components and parts under agency agreements.

Interim goal of 150 agents, WAA has agreements with 78, 11 of which were signed last month. Estimation that such agents have or will have available about 90,000 sq ft of storage space, WAA figures that 7,500,000 sq ft will be used by agents for warehousing, vehicle repair, rebuilding, Army, Navy and industry at the burden of freeing an equal amount of plant space.

Shipping Speeded—Up to last

week, WAA had shipped to its agents components and parts with an original value of more than \$75,000,000. Indicating that WAA's program has picked up speed is the fact that more than half of that amount has been consumed since March 1. In about a year up to Feb. 1, 1946, less than \$20,000,000 worth has been shipped.

How far WAA and its agents still have to go, however, is shown by a recent estimate. As of June 30 total surplus in aircraft engines, components and parts had an original value of approximately six billion dollars. WAA directly and through agents has sold about \$46,500,000 worth.

During the production in Aviation News (April 14) that

## New WAA Agents

Agents of the War Assets Administration who signed during July

1945  
 Richard Knight George & Supply  
 Washington, D.C. Airport  
 Henshaw, Inc.

Harwood Aviation Supply Co.  
 3817 Cleveland Boulevard  
 Los Angeles 4, Calif.

Guide Aircraft Specialists, Inc.  
 1210 N. Western Boulevard  
 Phoenix 1, Ariz.

Algonquin Manufacturing Co.  
 1210 N. Western Boulevard  
 New York 17, N.Y.

Lake Hawk Industries, Inc.  
 New York 17, N.Y.  
 Wilcox Bros. Inc.

General Aircraft Co.  
 5112 East Broadway Road  
 Glendale 1, Calif.

Page Airways, Inc.  
 1210 N. Western Boulevard  
 Fort Worth 1, Tex.

Clayton E. Page  
 802 AFPC Terminal  
 Columbia, S.C., S.C.

Collier International, Inc.  
 1111 Broadway Avenue  
 Ft. Worth 1, Tex.

Aviation Corp.  
 P. O. Box 1000  
 Houston 1, Tex.

Langston and Langston Co.  
 1911 W. 19th Street  
 Cleveland 4, Ohio

Aircraft and engine parts, propellers, instruments

Electrical equipment, hardware

Aircraft and engine parts, test equipment

Hardware

Douglas parts, aircraft and engine accessories, instruments

Aircraft and engine accessories, instruments

Search parts, aircraft and engine accessories, instruments

Search parts, aircraft and engine accessories, instruments

Douglas parts, aircraft and engine accessories, instruments

Unclassified

Accessories and hardware

WAA would attempt to channel sales to its dealers, the Administration has recently begun a "lean" advertising campaign on behalf of its dealers in trade and industry publications. Purpose is to "educate" the public on the background of the agency agreement system.

Dealer Assumes Expense—Under this system, which was started more than a year ago, the dealer assumes all expense in connection with the storage, advertising (except that done by WAA), and sale of the material. To cover these costs and his profit, the dealer is to "reimburse" the public on the background of the agency agreement system.

WAA's condition regarding the dealer is that he:

Has adequate storage space.  
 Has sufficient technical knowledge, or can hire persons with such knowledge, to carry on the business.  
 Employs an adequate sales force.  
 Provides proper financing or obtains for storage and classification.

Observes terms and conditions of sales and prices set by WAA.

### French Build Four-Engine Combination Transport

Construction of the prototype of a four-engine combination transport-passenger plane has been started by the central French national aircraft factory, Designated the NC 111, it has double doors in the nose for access to the cargo hold. Additional doors on the sides are for less bulky freight.

Bearing its own loading equipment, the plane has two electric winches on the hold for dragging heavy loads, and a crane runs along the top of the hold. The pilot compartment for the three-man crew is above the hold and set forward. Behind that is a passenger compartment for five.

The plane has tricycle landing gear, with fixed main wheels and retractable nosewheel. It is to be powered by four Gnome-Rhone 14-cylinder two-row radial engines of 1,200 hp each.

### Lear Leases Factory

Lear, Incorporated, manufacturer of radio and radar equipment, has leased 65,000 sq ft of space in the General Motors plant in Grand Rapids, Mich. Lear now utilizes a total of 268,000 sq ft in that city. The new space will be used for construction of variable capacitors and other component parts.

THE  
Merchandise  
THE Plans  
THE "Know How"

TO HELP YOU  
MAKE  
MORE MONEY

HERE'S the most up-to-date franchise in the aviation accessory business — a business builder, a profit producer!

Firestone has the Merchandise — top quality, popular, complete, quick selling. Firestone has the Plans — aggressive selling and merchandising plans that increase volume at a steady pace and

being new customers for all departments of your business. Firestone has the "Know How" — more than 40 years serving the retail market has developed a marketing knowledge you can't beat.

There are still some open territories for aggressive sales- and profit-minded distributors and dealers. Write, wire or phone today to Firestone at Akron, Ohio.

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# Firestone

## AIRCRAFT FRANCHISE

REGISTERED TRADE MARK OF THE FIRESTONE TIRE & RUBBER CO.

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Power for Air Progress

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In the stories of Wright engineering you can see the development of air transportation as we now know it. From a remarkable list of Wright-powered engineering developments have come the first engines with reliability for every purpose, first with power for transport, first with economy for greatest long-range flight, both commercial and military.

Today, newly moved to the modern Wood-Ridge plant, Wright research turns to the next major developments of air transport—short-haul and ultra-long-haul operations. The story of Wood-Ridge begins with Cyclone 12 production for the biggest planes now in use. The new volumes to come will tell of power pioneering for every need of transportation and national leadership in the air.

**WRIGHT**  
AERONAUTICAL CORPORATION  
WOOD-RIDGE, N. J.

FLIGHT ENGINEERING

## Boeing Scouts Seeking Engineers in Colleges

A new program aimed at relieving the shortage of engineers is being launched by Boeing Aircraft Co., with the intention of adding 250 by Jan. 1 and an additional 350 by July 1, 1942.

The plan involves the "scouting" of leading colleges and universities by Boeing engineers. The engineers will visit the schools they attended in an effort to recruit both instructors and students with the work carried on by Boeing and the types of engineering skills needed. Ray Moore, Boeing administrative engineer, says that "in contacting colleges, I have discovered that many deans and professors were unaware that an aircraft company such as Boeing uses engineers other than aeronautical."

Part of the "recruiting" work of the engineers will be to point out the need of engineers of all types and stress that the demand will continue for some time because of Boeing's work on the Stratofreighter, Model 411, C-57, B-50, and experimental work for the Army and Navy.

## Fairechild Trainer Sale Set for Niagara Falls Field

Sale of about 350 surplus Fairchild PT-26 primary trainers, an improved version of the PT-18, will be held by War Assets Administration beginning Aug. 12 at Bell Aircraft Modification Center No. 7, Municipal Airport, Niagara Falls, N. Y., where planes were put on inspection beginning July 26. From Aug. 12 through Aug. 26, sales will be made only to primary holders.

The PT-26 is a low-wing monoplane with 200 hp. Ranger engine, full Pittsburger cockpit enclosure, landing flaps and retractable mainwheels, a swivel tail wheel. It is equipped with better maximum speed is about 126 mph., and it cruises at more than 100 mph.

Prices will range from \$250 to \$2,850, depending on condition.

## New Missile Plant

A new entry in the field of guided aircraft and guided missile development has been established at Bensenville, Ill., in a Government-owned plant used during the war by Bellanca Aircraft Corp. The

company, Tucker Aircraft Research Corp., has leased the plant on a basis of a rental of two percent of net sales. It says it will employ 1,000.

## Compact Hydraulic System Manufactured by Electrol

A compact, lightweight aircraft hydraulic system is now being produced by Electrol, Inc., of Kingston, New York. Designated "Powerpak," it contains hand pump, two separate four-way selector valves, relief valve and reservoir, yet weighs but five pounds and stands only four and one-half inches high.

Power is supplied by a hand pump, but ports are provided for connecting pressure and suction lines of a power-driven pump.

Because of its small size, the unit can be installed in any of several places in a subplane, such as under the instrument board, on the rear or side walls of the cabin or under the floor boards. Only the pump handle and selector valve levers project from such a buried installation.

## Piper to Build Super Cruiser In Expanded Canadian Plant

Plans for building new facilities to manufacture the Piper Aero's Super Cruiser in Canada are nearing completion with announcement of a financing plan for the \$400,000 expansion of the Ceb Aircraft Corp., Hamilton, Ont.

The Super Cruiser is to be sold in Canada for about \$18,000 and is to be available in either 140 or 160-hp. landing gear. While awaiting production in Canada, Ceb Aircraft has ordered 100 of the aircraft from the parent company, Piper Aircraft, Lock Haven, Pa. Piper Aero's plants are now being built in Canada at the rate of one a day.



## COMMERCIAL CAT:

Canadian Car and Foundry Ltd., Montreal, is converting PRY-54 Cessna amphibians (Canadian version of the Catalina), for recreational use. Two bladders are replaced by rubber bumpers. Seats are modified for four passenger chairs and bench seats for six. The converted airplane has a five-taxi payload. One shown is for the Texas Oil Co. to use in South American exploration.



Model Hydraulic Electrol, Inc., has come out with this small, lightweight hydraulic system designated "Powerpak." While weighing only five lbs., it has an operating pressure up to 1,000 lbs. per square inch. It is standard equipment on the Republic Seabee for raising and lowering flaps and undercarriage.

## Material Shortages, Strikes Swell Boeing First-Half Loss

A net loss of \$3,871,485 for the first six months of 1942 is reported by Boeing Aircraft Co. An additional \$3,273,590 has been charged against the reconstruction reserve during the period.

One of the prime factors responsible for the first half loss is delay in deliveries of aircraft com-

## A COMPLETE "Cabin Comfort" System FOR LARGE TRANSPORTS



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named by shortages of materials and strikes in plants of suppliers. Deliveries under current contracts now are not expected to begin until the end of the year, President William M. Allen states.

Despite the heavy loss during the first six months of this year, the over-all situation is not unfavorable. Should the company maintain losses for the balance of the year, a great part of the total loss as well as the charges against reserves can be recovered through the workings of the loss carry-back provisions of the income tax law.

Boeing's backlog as of June 30 was \$190,000,000.

## L.A. Concern Develops New Type Air Seats

Possibility that a Los Angeles manufacturer will become one of the largest makers of airplane seating equipment is indicated by its aggressive action in the passenger air transport market.

On the verge of extinction when war contracts ended, Harwood Manufacturing Company in South Gate, on the outskirts of Los Angeles, gambled heavily in turning to the manufacturers of airplane seats. Already supplying established airlines, the company is scrambling for major orders to build thousands of seats for heavy and light transports soon to go into production.

For its "Aircraft" Twin and Triple seats in narrow, medium and wide versions, the Harwood Company has employed existing plants. Another of its developments is a new seat design for passengers on long trips in a seat which can be rotated and reversed without removal of its foundation floor fastening and a built-in weight measuring unit which will incorporate such features as an individual reading light, bottom call button, storage tray beneath the cushion, and a basic vibration radio receiver installed in the headrest near a speaker flared giving the listener a sense of several major radio broadcast heads. One seat, intended for trans-oceanic airlines, is being designed to carry with it a Mac West life preserver.

## Fleet Makes Bodies

A decrease in aircraft manufacturing activity by Fleet Aircraft Ltd., Ft. Erie, Ontario, is seen as probable should the pending sale of that company to the Vinson Win-

ing Corp. be brought to completion.

The missing concern has a contract to manufacture 400 plywood station wagon bodies for a Detroit auto maker, and this and other activity would within a large share of production facilities now being used to produce Chevrolet light trucks.

## Martin '46 Backlog Totals \$175,000,000

With one of the largest backlogs for commercial and military aircraft, The Glenn L. Martin Co. is expected to have its Models 202 and 363 transports ready for flight testing in the not too distant future, it is learned from the statement in its annual report that a total of \$175,000,000 of its 1975,000,000 backlog will be completed by the end of next year.

Most of the backlog consists of orders for commercial planes 332 for 302's, 150 for 302's, and 28 for cargo versions of the 332. In addition, Martin still is at work on converting C-54's for airlines.

For the AAF, Martin is building the KB-46 with six jet engines, and is working on rapid aircraft development. Work for the Navy includes a production order for the XBTM Bomber, now known as the AN-1, the XPBM-5A, the JRM-6, the sixth and last item to be built, that was powered with Pratt & Whitney 1500 engines.

For the last six months of this

year, the report detailed, Martin's net sales were \$15,447,137, on which the company realized a net profit of \$202,716 after all charges. 1974 compares with total net sales for 1945 of \$156,162,198 and a net for that year of \$4,739,232.

In addition to its aircraft business, Martin has a number of other products it is exploiting, including ground-based equipment for airlines, synthetic fuels with a variety of uses, a lightweight construction material, a photographic emulsion, and "Stratavision," a method of using an aircraft to relay television signals being developed jointly with Westinghouse.

## U.S. Firms Will Get Final Surplus Deal

A plan under which U. S. business firms will become the final agent of disposal of surplus—exclusive of aircraft—remains on course is being whipped into shape by the Foreign Liquidation Commission.

The companies will buy all FLC surplus stock in great areas for long-term—each stock payments and terms—and then resell the equipment to commercial buyers abroad. This is a variation of the FLC plan under which it has concluded long-term leases to governments of all surplus in the United Kingdom, France, India,



## ALLISON DC-6 INSTALLATION

Allison Division of General Motors Corp. has purchased a DC-6 from Douglas Aircraft Co. and will install T-1710 liquid-cooled engines for experimental purposes. Photo shows Allison engineers at work on the installation of the Allison-powered version of the DC-6.



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The surplus that will be involved in the new armament is located principally in the Pacific Area, Germany, Italy, Panama and Trinidad. The chief armament items included are spare parts, particularly for DC-3's, components, and equipment.

FIL already is in the preliminary negotiation stage with several U. S. firms, some of which are agents of the War Assets Administration and desire to expand their field of activity. The proposed set-up is particularly appealing for such agents, it is pointed out, because there have been 3,450 DC-3's sold overseas and this has created a huge and ready market for spares.

#### Cargo DC-4's Designed For Low-Cost Operation

Designed to operate in all cargo service at a new low direct cost of 4.9 cents per ton mile, a modification of the Douglas DC-4 is now on the company's production line at the Santa Monica, Calif., plant.

The new DC-4-1007 has been especially engineered for cargo to carry 23,500 lbs. at a range of 1,500 miles and speed of about 240 mph. It has a cargo door measuring 3 ft. 6 in. by 3 ft. and a main cargo compartment with a volume of 3,600 cu. ft. There are four auxiliary compartments intended for packaged freight.

The direct cost figure of 4.9 cents per ton mile compares with 2.2 cents for the DC-3 with an allowable takeoff gross weight of 38,000 lbs.

#### Southern Aircraft of Dallas Employs Women in Plant

Southern Aircraft Company of Dallas, Tex., has adopted a policy of employing women in the post-war reorganization of their plant. Women have been retained in important positions during the past few weeks, the company asserting that women are more efficient than men in some phases of aviation factory work.

Women are being used in repetitive work such as making of detail parts, subassembly, machine assembly, inspection and in some cases on the industrial machines. During the war Southern Aircraft employed 60 percent women in their plant and found their efficiency in many cases superior to men, according to Tom Gentile, director of industrial relations.

## SPECIAL AIR SERVICES

CHARTER      NON-SCHEDULED      INTRASTATE

## CAB Promises New Hearings For Non-Scheduled Operators

Deadline for reports and comments extended to Sept. 3; some Board officials hope for more conservative criticism; carrier process continues.

After six weeks of controversy marked by what some Board officials considered a lack of constructive criticism, CAB is looking forward to more light and less heat in comments on proposals to restrict further the operations of non-scheduled carriers.

The Board last week officially extended until Sept. 3 the deadline for comment by interested parties on the proposed Amendment No. 3 to Section 261 of the Economic Regulations and welcomed reports that it would later arrange for oral presentation of views (Aviation News, July 23).

**Report Date Extended**—Also extended to Sept. 3 was the date by which non-scheduled carriers must file a questionnaire statement and financial and traffic reports. Previous deadline for comment on the proposed amendment was July 13, while questionnaires were originally due July 15.

Advancement of the comment deadline is expected to give the individual operators time to "cool off" and work with industry groups in preparing federal data of value to CAB in formulating a definitive policy.

Similar benefits are anticipated from the deferred date for filing registrations. Some operators had been hesitant in giving information required by the report, observed that the data could be used by CAB as basis for cease and desist orders under the presently effective regulations. The Board has assured industry representatives that it has no such intention.

**Reports, Recommendations**—Many of the approximately 350 registrations already received by CAB as non-scheduled carriers have been not yet called the carriers' attention to compliance. One of the reasons

for extending the deadline was the realization that delay in distributing official forms had contributed to incomplete reports and that extensive late registration was inevitable.

Meanwhile on the initial July 22 deadline for comment on Amendment No. 3, a flurry of voluminous, pertinent and blunt was received by the Board. Almost all contained requests for postponement of action on the amendment, with some asking indefinite delay.

Twenty-one of California-based non-scheduled operators asked reopening and reconsideration of Docket 1581 (investigation of non-

scheduled services) on the ground that CAB's decision was based on inadequate data. The West Coast carriers also asked overall government policies which permitted various agencies, including the War Assets Administration, to assist the growth of an industry at the same time the Board was finalizing controls making it impossible for most companies to continue in business.

**MFA Wants Time**—The petition declared that the failure of approximately 4,817 pilots, 33,000 ground crew men and 3,250 non-flying personnel—nearly all veterans—is presently at stake. It asked that no delay to cease and desist be issued until after Docket 1581 is resolved.

The Military Piers Administration asked that one year be allowed for gathering facts preliminary to a new hearing, and requested that no certification of present non-scheduled operators be put into effect during the interim. MFA also called attention to governmental inconsistency in letting one department sell about 500 transport-type planes to an industry that might soon be throttled by another department.

Other industry developments:

**Fixed-Basis Air Express**, Long Beach Cal., Municipal Airport, plans to incorporate as Fixed-Basis Air Express a partnership of Stanley D. Wynn and



#### SLICK ANNOUNCES CABIN COOLING

After extensive tests, Slick Airways engineers announce system in re-equipping the interiors of their C-47's. Pumps, looking forward and to left as belly compartment, shown cooling plant at upper left with their leading to end from the cargo cabin. (Slick Airways Photo.)

2



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## TRANSPORT

### U.S. Abandons 'Free Air' Policy; Approves Organization of ICAO

Chicago Plan scrapped for tentative bilateral agreement policy; Senate modified by action, vote for signing Civil Aviation Convention

Leaving the world-wide "free air" plan enmeshed at the 1944 Chicago Civil Aviation Conference as an ideal in the background, the United States took two forward steps on a realistic international air policy course last week.

It became a signatory to the Civil Aviation Convention establishing a permanent international civil aviation organization (ICAO) and international air standards standards. The Senate ratified the convention, one of four agreements drawn up at Chicago, without opposition. ICAO, slated to succeed PCAO, the provisional international aviation organization, will start functioning as soon as there are 35 signatory nations. There are now 12.

Concerning the "five freedoms" agreement drafted at the Chicago conference as a last course, the State Department announced formal withdrawal of the U. S. as a signatory. The agreement, looking to world-wide interchange of air traffic rights among the nations, provided the "fifth freedom" operating right—or the right to pick up traffic in a second country and carry it to a third, as well as transit and technical stop rights for all signatory nations in the territories of all other signatory nations.

**Back Dutch Pact**—Of the 35 nations which have subscribed to the "five freedoms" agreement, only two aside from the U. S., have developed international air services—Sweden and the Netherlands. The U. S. has already negotiated a bilateral air agreement with Sweden, replicating the air arrangements agreed to between the two countries as signatories of the "five freedoms" agreement. A bilateral agreement with the Netherlands is now contemplated.

It has been obvious since last January that the Administration had abandoned the multilateral approach to achieve "five freedoms"

operating rights in other nations and was proceeding with a bilateral approach. Administration officials stated in the change in policy several months ago (Aviation News March 18).

Official expression last week of the change in policy through withdrawal from the Chicago "five freedoms" agreement cleared a confused situation in which the U. S. was in the position of subscribing to the multilateral approach and pursuing a bilateral approach. U. S. withdrawal from the agreement will not be an accomplished fact for another year since the terms of the pact require a year's advance notice of intent to withdraw.

**Senate Approves**—U. S. abandonment of the "five freedoms" agreement, main target of Congressional criticism of Administration air policy, elicited Senate opposition to ratification of the Civil Aviation Convention.

With the "five freedoms" agreement officially discarded, Congressional opposition to the Administration's air policy is now directed

against the 17 executive bilateral air agreements which have been negotiated with separate nations, and which carry out, piecemeal, the "five freedoms" policy of reciprocity of air traffic rights.

Initial aim of the opponents of the bilateral agreements is to require that they take the form of treaties, subject to two-thirds clearance by the Senate. A resolution adopted by the Senate Commerce Committee, 17 to 1, recommended this course.

**No Change Likely**—Insisted in its position that air agreements can legally take the form of executive agreements by Attorney General Tom Clark, the Administration has ignored the recommendation of the Senate committee.

It is now evident that the Administration will not convert to the treaty form, unless forced to do so by a new law—a development likely only in the event of a Republican opposition majority in the new Congress.

By the time the new Congress convenes in January, it is expected that a majority—perhaps all—of the bilateral air arrangements which this country plans to negotiate will have been completed. A Congressional law regarding the already-concluded arrangements takes the form of treaties, subject to Senate approval, would throw U. S. international aviation into confusion.

Of the two agreements drafted at the 1944 Chicago conference—in addition to the convention ratified last week and the "five freedoms" agreement rejected—was the technical agreement setting up PCAO, which will be superseded by the conven-



FIRST CANADIAN-BUILT DC-4:

Powered with British Rolls-Royce Merlin engines, this is the first DC-4M turned out by government-owned Canadian Ltd., Montreal, for Trans-Canada Airlines and the Department of National Defense, which have ordered 56 of the craft (Aviation News, July 27). Plans to add Douglas design with TCA modification, and currently 40 passengers. It was christened "North Star" by Mrs. C. D. Moore, wife of the Minister of Reconstruction and Supply. (Canadian Film Board photo.)



#### FROM DC-4 TO HELICOPTER:

Stems like this showing transfer of mail from a United Air Lines DC-4 to a helicopter may be common along the carrier's system if CAB grants an application for helicopter mail routes in the Chicago area, except that the helicopter would carry Duane's mail instead of the army air. UAL has indicated it will extend the idea to other large cities if CAB approves the Chicago application (AVIATION NEWS, July 26). Picture above was taken at Lockheed Air Terminal as helicopter mail tests started in the Los Angeles area. (Schmidt photo)

tion establishing ICAD. The resulting agreement, the so-called "two freedom" agreement, establishing international rights of transit and technical stop on a mid-terminal basis, is now functioning. Approximately 38 nations, including the U.S., have subscribed to the agreement. Russia is the only major nation which has declined to open its airspace to foreign airlines.

#### NWA Wage Hearings Purported for Ten Days

Presidential fact-finding hearings in the union-management dispute at Northwest Airlines have been extended ten days, automatically moving the date of any new order by the International Association of Mechanics from Aug. 3 to Aug. 13 (AVIATION NEWS, July 15). Both sides charged the other with stalling at the St. Paul hearings before the extension was agreed upon.

NWA officials assert that the carrier's mechanics average \$52.58 base pay a week and have been working about two hours overtime to bring their wages to \$59.67 weekly. They said NWA's average pay for mechanics is higher than that of any other airline and declared that union demands would cost \$50,000 weekly.

for payment of such accounts approximated \$116,000. Almost \$100,000 is payable to the carrier at the proposed final rate for services performed since May 1, 1966.

#### Mexico Balks U.S. Air Routes to South

Collapse of negotiations at Mexico City blew to loss qualified in Latin American aviation.

Disagreement on fundamental principles of reciprocity as well as on specific routes to be allotted each country's carriers, U.S. and Mexican representatives have adjourned indefinitely their month-long civil aviation conference in Mexico City. Unless new negotiations are initiated soon the break-up will have serious effects on plans of Braniff Airways, Eastern Air Lines and Western Air Lines to inaugurate service on routes granted by CAB to the Latin American decision.

**Callegas Predicts**—Collapse of the meeting was a major possibility from the start, with Mexican insistence on a 50-50 division of passenger capacity and flight schedules across the border. This, in effect, would have meant that the Mexican carriers would be guaranteed carriage of half the passengers regardless of whether the passengers (presumably U.S.) wished to use their own flag lines.

Mexico refused to authorize the Braniff route from San Antonio and Laredo to Monterrey and Mexico City and was reluctant to grant Western's route from Los Angeles

#### Braniff's Blast

T. E. Braniff, president of Braniff Airways, has rejected the Mexican ultimatum and the Mexican ultimatum. Concerning Mexican de Avianca (CMA), as being primarily responsible for the failure of the U.S.-Mexican bilateral civil aviation conference last month.

Braniff said: "The question of permanent reciprocity at the conference which has advanced unanimously was whether the competitive nature situation was to be resolved in the public interest or in the interests of PAA and its Mexican affiliate."

"The influence of these companies, which have had a stronghold upon the Mexican situation for many years, was sufficient to prevent an agreement being reached between the two countries."



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"U.S. Forest Service Photo"



Checking a "smoke jumper's" gear before take-off. Note "catcher's mask" to protect face from tree branches in landing. Jumpers carry food and supplies for two days.

Bob Johnson, on the left, is rated one of the country's foremost mountaineer pilots. In addition to his "smoke jumping" service, Johnson leases planes for aerial game counts, ferries freight into isolated settlements, flies many rescue missions. Johnson Flying Service has used Texaco Aviation Products for many years.



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